

Appendix B Highway Safety Program Standards

B-1. Periodic motor vehicle inspection (HSPS No. 1)

Administrative-use vehicles (including nonappropriated fund vehicles) must be inspected at least annually or every 12,000 miles, whichever occurs first, in accordance with AR 58-1. Safety inspections will also comply with State, local, and host nation safety inspection rules.

a. The inspection will ensure that exhaust emissions do not exceed Federal, State, or municipal restrictions.

b. Periodic inspection of POVs regularly operated on Army installations is mainly taken care of by the licensing State. However, installation commanders may require annual safety inspections of POVs not covered by a valid State inspection and in accordance with AR 190-5.

c. Law enforcement personnel on Army installations will enforce vehicle equipment laws in accordance with AR 190-5 along with other traffic law enforcement activities.

B-2. Motor vehicle registration (HSPS No. 2)

The AMVs that are purchased with appropriated funds and designed primarily for transportation of cargo and personnel will be registered and marked per AR 58-1. The registration of POVs on Army installations will be per AR 190-5. Oversea installations may modify registration and inspection procedures when required by host nation treaties or agreements. However, minimum requirements listed in paragraph B-1 apply to AMVs operated on Army installations worldwide.

B-3. Motorcycle safety (HSPS No. 3)

To operate on Army installations—

a. Operators of privately or government-owned motorcycles and mopeds must be currently licensed by civil authorities and by competent military authorities outside the United States to drive motorcycles or mopeds on public roadways, except where not required by SOFA or local laws. Mopeds will not carry passengers unless specifically designed to do so.

b. Each driver of a privately or government-owned motorcycle or moped will be required to satisfactorily complete an Army-approved motorcycle safety course. The course will consist of classroom instruction, hands-on training, and the successful completion of hands-on and written evaluation.

c. Motorcycles and mopeds must have headlights turned on at all times except where prohibited by SOFA or local laws.

d. Soldiers will wear a properly fastened, approved helmet whenever and wherever (on or off post) they operate or ride a motorcycle or moped. Civilian personnel must wear a helmet while driving or riding as a passenger on a motorcycle or moped on Army installations or while on Government business off the installation. The helmet will be properly fastened (under the chin) and meet DOT motorcycle safety helmet construction standards. (The Army and Air Force Exchange Service, the Navy Resale System, and the Marine Corps Exchanges will offer for sale only those helmets that meet at least the DOT standards.)

e. Soldiers will wear proper eye protection, full-fingered gloves, long trousers, long-sleeved shirt or jacket, high-visibility garments (bright color for day and retroreflective for night), and leather boots or over-the-ankle shoes whenever and wherever they operate or ride a motorcycle or moped. Civilian personnel must wear the same protective clothing specified for soldiers when operating or riding a motorcycle or moped on Army installations or while on Government business off the installation. Proper eye protection includes clear goggles or a face shield attached to the helmet. A motorcycle or moped windshield or fairing is not considered proper eye protection.

f. Government-owned motorcycles and those motorcycles and mopeds registered on an installation by soldiers must have two rearview mirrors (one mirror on each side). Motorcycles and mopeds owned by civilian personnel and operated on a military reservation must also have two rearview mirrors (one mirror on each side).

g. Motorcycle and moped safety requirements do not apply to bicycles; however, bicycle riders should be encouraged to use the protective equipment listed above.

h. The use of headphones or earphones while driving a motorcycle or moped on Army installation roads and streets is prohibited.

B-4. Driver education (HSPS No. 4)

a. All personnel (Active Army, U.S. Army Reserves, Army National Guard, and civilian) required to drive AMVs will be given classroom instruction in accident avoidance. This instruction will be designed to establish and reinforce a positive attitude toward the driving task.

(1) For military and civilian personnel, such education will be given as soon as possible after entry into government service and every 4 years thereafter as part of the license renewal procedure. It will stress individual responsibility and the correct response to routine and emergency driving situations.

(2) Individual Reservists on extended active duty will be treated as regular accessions.

b. Besides the AMV driver selection and training requirements in AR 600-55, all drivers of Army-owned or leased buses, military police vehicles, ambulances, firetrucks, fueling vehicles, vehicles carrying hazardous cargo, motorcycles, mopeds, crash-rescue vehicles, or other emergency vehicles must complete additional training. This additional training is to ensure competency in the safe operation of such vehicles and will include the following:

(1) Applicable laws and regulations.

(2) Safe operating practices under normal and emergency conditions.

(3) Driver inspection and primary preventive maintenance.

c. A certifying official will indicate to the person issuing the OF 346 (U.S. Government Motor Vehicle Operators' Identification Card) that the driver has met the above requirements and fully understands the operational peculiarities of the vehicle. (This required training will be documented on the operator's DA Form 348 (Equipment Operator's Qualification Record (Except Aircraft)).)

B-5. Driver's license (HSPS No. 5)

Minimum Army licensing procedures are in AR 600-55.

B-6. Codes and laws (HSPS No. 6)

a. All Army installation traffic codes will include, as much as practical, the traffic codes of the State or nation in which the installation is located.

b. The Uniform Vehicle Code and Model Traffic Ordinance will be used in developing Army installation traffic codes within the United States and its territories.

B-7. Traffic courts (HSPS No. 7)

a. All traffic violations on Army installations (within CONUS or its territories) may be referred to the appropriate U.S., State, or local system magistrate.

b. Drivers whose State or host nation operator's license has been suspended or revoked by State or National authorities are not allowed to drive motor vehicles during the suspension period. The OF 346 will be suspended or revoked for the same suspension period. Such suspension or revocation will be documented in Section III of the operator's DA Form 348.

B-8. Accident investigation, reporting, and analysis (HSPS Nos. 9, 10, and 18)

a. All motor vehicle accidents will be investigated and reported per AR 385-40 and AR 190-5.

b. In addition, each Army installation will establish a program to analyze local traffic accidents and apply corrective measures to

reduce frequency and severity. This program will include all on-post road networks and those off-post roads close to the installation (for example, access roads and routes heavily traveled by motor vehicles). The program will provide for—

(1) Pinpointing accident locations and analyzing high-incidence locations. The analysis should identify the design and operating features that contribute to high accident frequency or severity.

(2) Application of corrective measures per AR 385–10, appendix C.

(3) Close coordination between Army personnel and local officials to resolve mutual traffic problems.

B–9. Emergency medical services (HSPS No. 11)

Installation commanders will ensure that procedures exist to—

a. Promptly identify and respond to traffic accidents or incidents.
b. Sustain and prolong life through proper first aid, both at the scene and in transit.

c. Coordinate with transportation and medical personnel to provide definitive medical care in the shortest time possible without creating more hazards.

B–10. Highway design, construction and maintenance (HSPS No. 12)

Army installation road networks will be maintained in a safe condition. Capital improvements to modernize existing roads or to provide new traffic facilities must meet the safety standards issued or endorsed by the Federal Highway Administration, Department of Transportation. Compliance will be checked periodically by the Commander, Military Traffic Management Command, per paragraph B–11.

B–11. Traffic engineering services (HSPS No. 13)

Per DOD Directives (DODDs) 5160–53 and 5160–60, and AR 55–80, the Military Traffic Management Command, under the direction of DA, will do the following:

a. Coordinate and ensure DA implementation of HSPS No. 13.
b. Coordinate with the Federal Highway Administration and other governmental and nongovernmental agencies, as required.

B–12. Pedestrian safety (HSPS No. 14)

Pedestrian safety will be emphasized throughout DA as a part of the overall traffic safety program. Pedestrian and motor vehicle traffic will be kept apart to ensure maximum safe traffic flow through provision of adequate sidewalks, pedestrian crossings, and bicycle paths. The inventory of pedestrian motor vehicle accidents required by HSPS No. 14 will be included in the analysis program established by paragraph B–8.

a. Particular emphasis will be placed on the protection of children walking to and from school, entering and leaving school buses, and playing in housing areas.

b. Appropriate fluorescent or reflective personal protective equipment will be provided to personnel who are exposed to traffic hazards. Particular emphasis will be placed on the protection of troops in formation as follows:

(1) Reduced speed limits will be enforced.
(2) Road guards with reflective equipment will be used.
(3) Lights will be used by the troop formation during periods of reduced visibility.

c. The use of headphones or earphones while walking, jogging, skating, or bicycling on installation roads and streets is prohibited.

B–13. Alcohol relation to traffic safety and police traffic services (HSPS Nos. 8 and 15)

The Secretary of the Army will periodically review AR 190–5 to—

a. Ensure consistency with HSPS Nos. 8 and 15.
b. Coordinate any changes with the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) before publication.

B–14. Debris hazard control and cleanup (HSPS No. 16)

a. On Army installations, provisions will be made for—

(1) Determining the need for CAIG.

(2) The rapid, orderly, and safe removal from road networks of wrecks, spills, and debris resulting from motor vehicle accidents.

(3) Reducing the likelihood of secondary collisions.

b. Installation commanders will consider mutual aid agreements with local authorities to assist in the safe removal of debris from off-post vehicle accidents that involve hazardous materials moving by, for, or to DOD.

B–15. Pupil transportation safety (HSPS No. 17)

a. Provisions will be made to reduce the danger of death or injury to children transported to and from school or related activities in AMVs or contractor-owned vehicles.

b. Army school buses will be marked, equipped, operated, and maintained per HSPS No. 17.

c. Private contractors will comply with host nation, State, or local requirements in addition to any requirements set by the installation commander.